



THE LEADER

Vol. 38, No. 4

Grand Forks Air Force Base, N.D. ♦ www.grandforks.af.mil

Jan. 31, 2003

22 and counting

Some people spend their career avoiding North Dakota; others make it their home.

-- See Pages 10, 11



319th Air Refueling Wing ♦ Winners of the Air Force Outstanding Unit Award (July 2000 to June 2002)

Inside:

Weekend weather

Today	22/12	flurries
Saturday	25/18	sleet
Sunday	20/10	cloudy
Monday	12/-3	mostly cloudy



Weather information courtesy
319th Operations Support Squadron weather flight

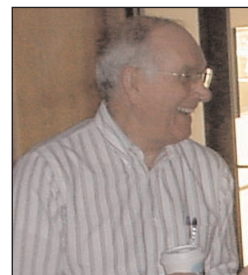
Aircrew
receives
Distinguished
Flying Cross

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Former
CMSAF
visits base

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Latest
fitness
craze hits
base

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War heroes: Aircrew receives Distinguished Flying Cross for OEF flight

By Staff Sgt. Scott T. Sturkol
Public affairs

Darkness falls and the only light in the sky are the fires above oil rigs by the oil refineries. There isn't even a bit of moonlight – it's just dark.

Looks like a perfect night to officially begin the operation. This operation, Operation Enduring Freedom, will see coalition aircraft start to hit targets on Taliban and al-Qaeda targets in Afghanistan. This is the night of Oct. 7, 2001.

With a large number of people deployed to the region since late September, there's been a high sense of intensity. It's less than a month since terrorists struck America in New York and Washington D.C.

Tanker aircrews deployed to Base X, including one with pilot Capt. Dave Pratt, co-pilot Capt. Brandt House and boom operator Senior Airmen Caleb Ramsey of the 906th Air Refueling Squadron, are anxious for their first OEF combat mission. However, this particular 4 ½-hour mission would turn out to be one that would earn them the Distinguished Flying Cross nearly 14 months later. It was one they won't soon forget.

Pratt, House and Ramsey's tanker was going to take off as a single-ship increment, Pratt said. Once they got on the flightline, however, the order was switched where the receivers – two C-17 Globemaster IIIs air-dropping food over Afghanistan – needed two tankers in a formation for the refueling run.

For this flight, Pratt said his crew was paired with another crew from the 911th ARS, who included pilot Capt. Al Pichon, co-pilot 1st Lt. Robert Slanger, and boom operator Staff Sgt. Max Morkin.



Photo by Staff Sgt. Scott T. Sturkol

(From left) Senior Airman Caleb Ramsey, Capt. Brandt House, and Capt. Dave Pratt, all of the 906th Air Refueling Squadron, received the Distinguished Flying Cross Tuesday for heroic action in Operation Enduring Freedom.

House said their plane took off first for the formation. However, when they began rolling down the flightline, they knew they were in for the ride of their life.

The take-off from hell

"I was the co-pilot at the time and I was calling out the air speed," House said. "As we were rolling down the runway the speed started climbing and it climbed up all the way to 154 (knots)."

That speed and the distance they had traveled meant they were committed to the take-off, House said.

"As I was waiting for the air speed to climb to 175, I noticed our instrument still said 154," House said. "This was a strong indication that something was wrong."

House said when they got to the 11,000-foot mark of the 12,000-foot runway, they had no other choice but to pull back on the stick and put the tanker in the air.

"At that time we were just thinking we needed to get off the ground," House said. "The alternative – going off the end of the runway – was not as appealing."

Ramsey said, "We could see the big red lights at the end of the runway. We knew we had to get up and flying."

The aircrew did manage to get the tanker – fully loaded with nearly 200,000 pounds of fuel – off the ground, House said, despite not knowing what their air speed was.

"We just didn't know if the plane was going to fly," Pratt said. "But we also knew we would not be able to stop on the runway. Fortunately, we were able to get it in the air."

Finding the horizon

Pratt said the plane vibrated so much with the flaps down that they knew they had to be going fast enough to fly. Once they pulled up the flaps to get airborne, they pulled up the landing gear and began a turn to the right.

"We made the right turn over the water and we didn't have a horizon," House said. "We did notice the flames burning over the

top of an oil rig which in a situation like this you could easily mistake for stars if you're disoriented."

Pratt said they had a working attitude indicator that showed where they were in relation to the horizon, but they didn't know how high they were, how fast they were going and whether or not they were climbing or descending.

"We lost our air speed, altitude and vertical velocity indicators," Pratt said. "So we were kind of in a tough situation there."

Change of formation

Ramsey said it was about this time he began doing some checking. The instruments that weren't working get their readings from pitot or pressure tubes that are just aft of the nose of the plane. He thought maybe the tubes might still have the covers on them.

"I walked to the back to make sure the covers were in the plane and they were," Ramsey said. "I then started checking through manuals to see if there was anything else I could do."

About that same time, Pratt and House called on the radio to Pichon's crew asking them to take the lead for the formation.

Pichon, flying less than 30 seconds behind the lead plane, was up in the air trying to find this lead plane. Over the radio he could hear his lead plane's pilot, Pratt, calling to him, but the signal was breaking up, and it wasn't until he straightened out from his turn that he understood what the other pilot was saying.

"He was calling 'Al, Al' on the radio," said Pichon, "and you don't hear a call like that unless there is some serious trouble. Dave told me, 'Al, I've lost everything; we need you to take the lead on our right.'"

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Action Line
747-4522

The Action Line is your avenue for information about events and activities on and around the base.

For questions about current events or rumors, please leave a message.

5

DWI-free days.

The base gets a down day for 100 DWI-free days.



Col. Keye Sabol
319th Air Refueling
Wing commander

Editorial staff

Col. Keye Sabol	Wing commander
Capt. Patricia Lang	Chief, public affairs
Staff Sgt. Scott Sturkol	Chief, internal information
Senior Airman Monte Volk	Managing editor
Staff Sgt. Randy Roughton	Staff writer

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Everything advertised in this publication shall be made available for purchase, use, or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation, or any other non-merit factor of the

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Contact information

E-mail: leader@grandforks.af.mil, Phone: 701.747.5023

Public Affairs

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Advertisements

Call the Grand Forks Herald at 701.780.1275 before noon Tuesday.

319th ARW tanker fitted for ROBE

More tankers to receive pallet capability in months ahead

By Staff Sgt. Scott T. Sturkol
Public affairs

The “smart tanker” is what it’s been called. However, it’s more like a revolution in tanker technology.

For the Warriors of the North, this revolution involving the Roll-on Beyond Line of Sight, or ROBE, pallet-equipped tanker first became a reality at this base in August 2002.

Initially, ROBE will be a data relay that will allow Line of Sight/Beyond Line of Sight communication among members of a network. The primary objective is to connect battle directors in the Air and Space Operations Center to those communicating in theater or en route.

According to Senior Master Sgt. Dean Josephson 319th Maintenance Operations Squadron quality assurance superintendent, the 319th Air Refueling Wing was first tasked with establishing a memorandum of agreement with the contractors for ROBE technology. Once that agreement was made, he approached the 319th Operations Group standardization/evaluation section for help. That help came from Capt. Dave Pratt, 906th Air Refueling Squadron pilot.

Pratt said Maj. Ghevond Hookassian, 319th OG stan/eval chief at the time, worked with Josephson to coordinate with the crew who would fly the plane and how the

aircraft modification would take place.

“This [ROBE] pallet is smaller than your standard size pallet, but they’re still working on it and its size is still not determined,” Pratt said. “It comes in about four cases with all the electronic equipment that plugs in to the hard wiring on the plane.”

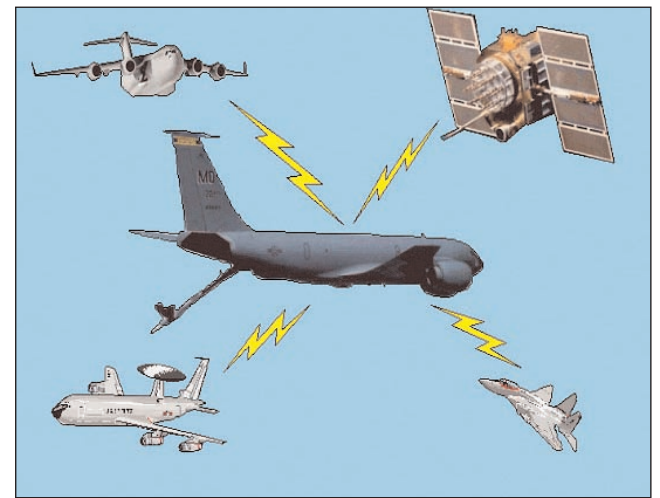
Staff Sgt. Dan Miller, 319th Maintenance Operations Squadron communications/navigation QA assessor, said the wing is in the process of uploading four cases containing electronic gear in more of the wing’s KC-135R Stratotankers. He explained how that upload takes place.

“We hook it up to a power source and turn it over to the aircrew,” Miller said. “We also added three more antennas for this modification that will be used for communications and to relay information.”

According to Air Mobility Command officials, ROBE is the first in a family of Scalable, Modular, Airborne, Relay Terminals, or SMART, that will grow in capability with the availability of software programmable radios and advanced antennas. SMART terminals will reside on tankers and will be suitable for other platforms including unmanned and ground- or sea-based vehicles.

During an Oct. 23 demonstration for the Air Force chief of staff, Pratt piloted a ROBE pallet-equipped KC-135R which successfully moved all tactical data from deployed F-15s and Joint STARS to an operations center at Hanscom Air Force Base, Mass. The demonstration team also reset the system during flight to demonstrate the ROBE system can be remotely controlled.

Pratt said being the pilot on such a historically significant event was a great experience, but he treated it as he



Graphic courtesy Air Mobility Command

ROBE is the first in a family of Scalable, Modular, Airborne, Relay Terminals, or SMART, that will grow in capability with the availability of software programmable radios and advanced antennas.

would any other significant flight he’s taken.

“It was really easy from my side of it because it was me just flying the jet again, but this time in a specific profile,” Pratt said. “It was an honor to have two major generals on board who were a part of the team. To know the flight was monitored by the Air Force chief of staff – Gen. John P. Jumper – was also a great honor.”

Pratt said his job was mainly to “keep the flight safe and keep the plane out of trouble.”

Once it is finalized, Pratt said tankers equipped with this technology will provide pilots with a display that shows them what the battle space looks like.

- See **ROBE**, Page 5

Former CMSAF hands out nuggets of knowledge

By Tech. Sgt. Scott Davis
Public affairs

Former Chief Master Sgt. of the Air Force Sam Parrish spoke about mentoring and what it takes, or doesn't take, to get promoted during a recent visit with Warriors of the North here.

Parrish was the keynote speaker at Saturday's Chief's Induction Ceremony Saturday at the club. Senior master sergeants Ron Gallucci, 319th Mission Support Squadron, and Jon Saiers, 319th Mission Support Group, were inducted as members of the Chief's Group at the ceremony.

Reaching the highest enlisted rank was not on Parrish's mind when he was younger.

"I never thought about getting promoted," he said. "I always let everyone else do that for me. I just worked at doing the best job at what I was doing."

The chief said it doesn't matter who your supervisor is,

"Somebody in or out of the chain will take care of you."

In today's Air Force it's called mentoring – a word the chief didn't hear as an airman.

"We had role models," Parrish said. "They were people who treated others with respect and dignity."

The mentoring the chief received as an airman was not to get promoted, "It was to be a better NCO or airman."

The chief continues to travel and speak to airmen throughout the Air Force and he sees a better educated force dedicated to getting the job done. But, he says, "I hope you didn't enlist for a job. Once you take the oath of enlistment, your body, mind and soul belong to the United States of America.

"You can't do what our nation expects us to do and consider it just a job. It's got to be a calling."

For Parrish, it's still a calling.

"Chief is a state of mind," he said. "When you pin on, you're not a chief – you have to learn to become one."



Photo by Tech. Sgt. Scott Davis

Former Chief Master Sgt. of the Air Force Sam Parrish, left, shares some laughs with Master Sgt. Kirk Halsey, 319th Communications Squadron and Senior Airman Matt Haas, 319th CS during his visit Saturday.



Photos by 1st Lt. Rob Lazaro

Operation We Care

Twelve Warriors of the North visited Bemidji Middle School in Bemidji, Minn., to present them with gifts of appreciation and honor the students with a flag folding ceremony for their efforts in "Operation We Care" - a morale building school project that sent 500 letters and care packages to deployed service members overseas.



-- ROBE, continued from Page 3

"This includes things like Air Force, Army, Navy and Marine assets as well as foreign threats and other things," Pratt said. "It eventually will give tanker pilots nearly the same capability an airborne warning and control system controller has."

Miller, who has worked extensively on this project, said this is truly history in the making.

"Just like General Jumper said, this is a 'smart tanker,'" Miller said. "The tankers will now serve as flying communications relays and translators that put fighter aircrews and others in direct contact with air operations centers and aircraft. Since the tankers are already in the air providing aerial refueling they are in perfect position to create an 'Internet' in the sky."

By this spring, the Air Force will field the first full, ROBE-equipped SMART tanker, from the 319th ARW, and complete delivery of the remaining 19 palletized systems and 39 modified aircraft by next fall.

"Only one aircraft has been modified to perform this mission," Josephson said. "In March, the Air Logistics Center from Tinker Air Force Base (Okla.) will take another aircraft and ensure the procedures that were used on the last plane are sound. If all goes well, many additional aircraft will be modified to carry the pallet."

Pratt said completion of this project at Grand Forks shows how the Warriors of the North here are a "lead wing" for the 21st century Air Force.

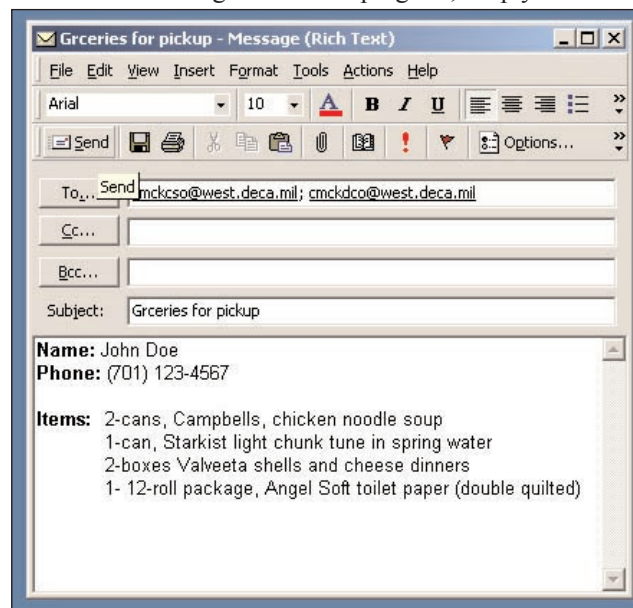
"Whenever Grand Forks gets tasked for a new mission, whether it's a new test or something like that, we know the people here will do everything they can to execute it to the best of their ability," Pratt said.

Commissary goes on-line, sort of

Starting Feb. 4, the base commissary will shop, check-out and bag your shopping list from the more than 12,000 items in stock. All you do is stop by the commissary within 48 hours to pick up and pay for the order.

"We offer this convenience to you at no cost," said Royden Hunnewell, commissary director. "As this is a new service provided to our military patrons, we would appreciate your comments or questions."

To take advantage of the new program, simply e-mail the



Customers need to be specific on orders. They need to include brand name, size, quantity, etc.

grocery list with name and telephone number to cmckso@west.deca.mil and cmckdco@west.deca.mil, but be specific when ordering. Specify brand, type, quantity and size.

For example: Del Monte, French Style, 15 oz. can and Cheerios, plain, small box.

If not specified, the item will not be picked.

Upon receipt of the list, an e-mail confirmation will be sent back. Within 48 hours, the order will be ready for pick-up.

Stop by the commissary and give the orderers name and we will retrieve the order. Then, go to any register, present the receipt and pay for the groceries. Cash, checks, credit and debit cards are accepted.

Due to food handling restrictions, storage limitations and code dating, some items cannot be purchased using this method.

These items are: meat, including poultry and pork; produce, dairy, bread/bakery items, frozen and any other chilled perishable items.

If these or additional items need to be bought, continue shopping. The commissary will add them to the existing order and adjust the receipt accordingly.

E-mail questions or comments to cmckso@west.deca.mil. "We appreciate the sacrifices our men and women in uniform are making," said Hunnewell. "It is only fitting that we aid and assist their family members remaining here. This will perhaps save an hour or so for those families finding it difficult to balance work, family and shopping schedules."

Hunnewell added, "We may not be exactly high tech but, we are wired for service."

Briefs

Base tax center opens

The base tax center opens Feb. 3 only for those preparing/e-filing 1040EZ tax returns. It opens Feb. 10 for those filing 1040A forms and Feb. 17 to all other tax filers. The tax center volunteers provide free help to military members, retirees and their family members on filing federal and state taxes.

The base tax center is located in the community activity center, Building 203. The base tax center customers can make appointments or be seen on a walk-in basis; however, appointments have priority. Hours are Mondays 8:30 a.m. to 7:30 p.m.; Tuesdays through Thursdays 8:30 a.m. to 3:30 p.m.; and Fridays 8:30 a.m. to 12:30 p.m.

Before scheduling an appointment, visit your unit tax advisor or volunteer income tax assistance representative to get all required information. The unit tax advisor can also assist with any paper returns, because they have been trained and certified by the IRS.

To qualify to file a 1040EZ, you must meet the following criteria: filing single or married filing jointly; no dependents; under 65 years old; taxable income less than \$50,000; interest income under \$1,500; no student loan or education credit or deduction for educator expenses; and you did not receive any advanced earned income credit payments. For details contact your unit tax advisors to schedule an appointment call the base tax center at 747-3435 and 747-3473.

Accurate emergency data

Between now and May every Air Force member must log on to virtual MPF and update his or her emergency contact information. Over the next several months the Air Force is transitioning from the DD Form 93 using Form flow, to an on-line web construct under the virtual MPF, called virtual emergency data or vRED.

To establish a virtual MPF account, log on to the virtual MPF webpage at www.afpc.randolph.af.mil; click on the “vMPF” icon, and follow the instructions. The process only takes a few minutes and allows easy to print copies of the completed form.

Once completed, print a copy of the on-line emergency data form for your unit deployment manager to be placed in your mobility folder.

It's now mandatory everyone update their virtual emergency data and provide a copy to their UDM. The base MPF will track completions, resulting in a computer database of everyone's updated information.

All military members should have a virtual MPF account. Using these accounts is becoming more important as PCS out-pro-

cessing and other actions normally accomplished at the base MPF will be done on-line. For details call MPF customer service at 747-4902 or go to the AFPC web site.

Wing IM award winners

The following people were named wing information managers of the year for 2002.

Airman

Senior Airman Tiffany Peralez, 319th Operation Support Squadron, information management journeyman

NCO

Staff Sgt. Ronnie Busha, 319th Operation Support Squadron, information management craftsman

SNCO

Master Sgt. Anthony Johnson, 319th Communications Squadron, chief of administrative communications

Civilian

Fred Bolt, 319th Communication Squadron, chief of base records management

Family reading breakfast

The Twining School PTO holds its 10th annual family reading breakfast from 7:30 to 8:20 a.m. Monday at Twining School. The breakfast is the first of several events held to promote North Dakota Reading Month. It is also is opportunity for families to share their love of reading together, and for parents to show their children how important being able to read is. For details call Twining School at 787-5100 or Victor or Cheryl Rountree at 594-4040.

Base busing concerns

All comments or concerns about Twining or Eielson busing can be directed to Ed Vida, BMAR bus project manager at 594-5480. If you feel your situation was not resolved to your satisfaction, call Master Sgt. Donald Sandbothe, quality assurance evaluator, at 747-4565.

Snow removal

For snow removal service on base-side streets and parking lots, call Schmitz Inc. at 594-8985 or 747-3471.

OPSEC awareness

Families play a crucial role in protecting loved ones. By knowing what they know of the Air Force's day-to-day operations, it's important to protect certain information like flight schedules, temporary duty locations and base activities. Discussing over the phone (or in public) where your spouse is going TDY or deploying can be useful to adversaries.

Base theater

Today, 7 p.m.

Star Trek Nemesis (PG-13)

The Federation is surprised when the previously war-like Romulans make a plea for peace. Captain Jean-Luc Picard (Patrick Stewart) and the rest of the USS Enterprise-E crew are dispatched by Starfleet to Romulus to negotiate a truce. But once they get within the borders of their would-be negotiation partners, it is revealed that the offer of peace is not what it seems. Praetor Shinzon (Tom Hardy), a half-Reman cloned from Picard, captures the captain and simultaneously attacks the Earth using a cloaked Warbird.

Saturday, 3 p.m.

Drumline (PG-13)

Devon Miles (Nick Cannon) is a young hip-hop drummer from Harlem, N.Y., who receives a scholarship to attend an Atlanta university known for its marching band. When he earns a starting spot on the drum line, the senior whose spot he took begins snooping around. He discovers that the freshman may be a fraud and reports him to the school's respected band director (Orlando Jones), who is then faced with benching one of his most talented musicians right before the big regional competition.

Saturday, 7 p.m.

Empire (R)

New York gangster and drug dealer Victor Rosa (John Leguizamo) wants to clean up his act and escape his life of crime. But his plan to live a good honest life with his girlfriend (Deliah Cotto) and retire early is dashed when he meets a wily Wall Street banker (Peter Sarsgaard), who lets him in on a hot investment opportunity and then vanishes with Victor's money. His empire gone, Victor vows to hunt down his betrayer.

Feb. 7, 7 p.m.

Wild Thornberries (PG) All tickets \$1

Feb. 8, 3 p.m.

Lord of the Rings: The Two Towers (PG-13)

Feb. 8, 7 p.m.

Two Weeks Notice (PG-13)

Feb. 9, 3 p.m.

Lord of the Rings: The Two Towers (PG-13)

Tickets: \$1.50 children, \$3 adults
For details, call 747-3021/6123.

Base chapel

CATHOLIC:

Mass: 5 p.m. Saturday, 9 a.m. Sunday.

Daily Mass: Tuesday - Friday 11:30 a.m.

Sunflower Chapel

CCD: 10:45 a.m. Sunday, Twining Elementary

School, RCIA plus Confirmation

Reconciliation: 4 p.m. Saturday, 8:30 a.m.

Sunday, or by appointment, Sunflower Chapel

PROTESTANT:

Traditional worship: 10:30 a.m. Sunday,

Sunflower Chapel.

Liturgical worship: 10:30 a.m. Sunday, Prairie

Rose Chapel.

Contemporary worship: 6 p.m. Sunday,

Prairie Rose Chapel

Young Adults: 6 p.m. Friday, Chaplain Swain's home 747-4359

Youth: 4 p.m. Sunday, meet at youth center

Religious Education: 9 a.m. Sunday, Eielson Elementary School.

Men of the Chapel: noon Monday, Prairie Rose conference room

JEWISH:

For details call Sheila Farquharson at 594-3960 or Synagogue B'nai Israel at 775-5124.

RUSSIAN/EASTERN ORTHODOX:

For details call Dr. Levitov 780-6540.

MUSLIM, BUDDHIST, OTHER:

For details call 747-5673.

Sorry, wrong person

By Tech. Sgt. Denese Bellamy
437th Logistics Readiness Squadron

CHARLESTON AFB, S.C. – “Sorry, you e-mailed the wrong person,” was the response from one airman after receiving an e-mail about events in recognition of Black History Month. When questioned about his response, he stated, “I’m not African American.”

Unfortunately, many individuals think like this when it comes to ethnic observances. Many individuals feel they must be a certain ethnicity to participate in ethnic observance events, but it’s imperative we understand the importance of ethnic observances and their impact on military missions.

Ethnic observances foster understanding and respect through education, not just the contributions made by various ethnic groups to our society. Our military mis-

sion depends on an environment where individuals can get along regardless of their ethnic background, and participation in ethnic observance events enhances human relations and promotes an environment free of stereotypes, prejudices and discrimination. As our military becomes more diverse, get to know someone whom you don’t know much about culturally.

As our forces combat terrorism and preserve world peace, we must continue to serve in unity. Value and respect every individual, because in times of war, that person will be standing beside you, watching your back.

So when an e-mail pops up about an ethnic observance event . . . take the opportunity to arm yourself with knowledge and as Theodore Roosevelt said, “The most important single ingredient in the formula of success is knowing how to get along with people.”

Thank you GFAFB

Dear Grand Forks airmen and families:

We wish to take this opportunity to tell each of you how much we appreciate your service and duty to this country and thus to us, citizens. Many times we have marveled at the training it takes to fly the planes, the skills to fix and maintain the machines, the leadership to plan and the discipline and faith to follow human orders.

We have seen firsthand the human side of airmen as when one fixed a tire, refusing payment, and others helped explain class assignments for an “older” student. We have watched in pride as you have carried our flag and when we have looked up in the sky as your jets left their white trails.

Unfortunately, we also have been very lax and ungrateful citizens. Being young and busy, we did not go to the ceremonies honoring those who paid the price. We did not take the time to say thank you to those older men and women who served, and we did not visibly show support for those who went to Vietnam and came back changed forever.

We are no longer young, but still busy . . . we are older and hopefully wiser on just who and at what cost our freedom has come. We are upholding each of you in prayer and although we do not know you or your names . . . He does. Our prayer for you, and your families, is His love, His peace and His protection.

From the two of us in the middle of the Dakota prairie, thank you for your service and sacrifices.

Pat and Tom Hagen, Grafton, ND

Memory train on final leg

Base court reporter brings 30-year career to halt

By Staff Sgt. Randy Roughton
Public affairs

When Gayle Wood takes notes in the 319th Air Refueling Wing courtroom during her final court-martial in late February, chances are memories from her long military court reporting career won't be too far away.

Wood might think back to one of her two most memorable murder cases – the slayings of spouses at what was then George Air Force Base, Calif., and Langley AFB, Va., in 1984 and 1992. Or she may reflect on the case that probably haunted her more than any other – when a Grand Forks Air Force Base member was convicted of shaking his baby, who later died.

The memory train will probably take her back to the beginning of her career, when Wood used “an old-fashioned, upright manual typewriter and copied on onionskin and carbon paper” as she typed the original court record.

“Now we use state-of-the-art computers and recording devices and make copies on a photocopy machine,” said Wood, who retires March 1.

“Technology in the field of court reporting is ever evolving, and we are on the cutting edge now of computer-assisted recording and real-time computer-produced transcripts for court-martial proceedings. This is an exciting advance for court reporting and makes me wish I were just starting my career instead of just retiring.”

As the 319th ARW Staff Judge Advocate closed-microphone reporter since 1997, Wood is the court reporter for courts-martial, boards of inquiry, administrative discharge boards and other proceedings. Grand Forks averages six courts-martial a year, although there were 14 in 2002.

Wood was a Navy enlisted member in public relations at Pensacola Naval Air Station, Fla., when a rear admiral asked her to attend court reporter training in Maryland.

At that time, a President of the Court, an officer but not always a member of the Judge Advocate General staff, presided over military courts-martial. Today, a military judge presides over all special and general courts-martial.

But the biggest change came with the landmark 1966 Miranda vs. Arizona decision, which required law enforcement officers to

advise arrested suspects of their constitutional right to remain silent and consult an attorney before making any self-incriminating statements. The court ruled statements obtained prior to reading suspects their Miranda rights are automatically barred from use as evidence. The Uniform Code of Military Justice has its

counterpart to Miranda in Article 31.

“I have seen a number of cases where an accused has been found not guilty after evidence was excluded because law enforcement officials failed to properly warn an accused of his rights before questioning,” Wood said.

What interested Wood most was the science involved

in court cases, especially during testimony by scientists. She said she appreciates the objectivity of the testimony, how they just presented the facts and left it up to the judge or jury to decide what it meant to the case.

As much as Wood has enjoyed her career, she's ready to move on with “a long list of things” she wants to do. She hopes to complete a book about her career and then move on to a book about her Navy experiences.

But she also has major travel plans, with a goal of visiting every national park she missed in the past three decades.

“If I had 40 hours in the day in the next 10 years, I think I might have enough time to do all I want to do,” she said.

But Wood's attachment to her military family will also always be near to her heart. She has great faith in the court-martial judicial system, compared to civilian justice, but even more in military people.

“The unselfish acts by our men and women in uniform remind me almost daily why I have been so proud to be a part of the Air Force family,” she said. “I have watched as our men and women volunteered countless hours in extreme conditions in the civilian community to fill sandbags to stave off flooding. They've helped in disaster relief, prepared and delivered Toys for Tots and food to the needy at Christmas, raised money for all sorts of charities, volunteered to be Boy and Girl Scout leaders and Big Brothers and Sisters to youngsters from all sorts of backgrounds.

“I have watched as they stepped in with a helping hand for families of deployed members. I have seen our men and women put aside personal desires and answer the call to duty in foreign countries.”



Gayle Wood



Photo by Senior Airman Monte Volk

Dressing for the cold is key for flightline workers. Although the layered clothing slows them down some, people like Tech. Sgt. Dale Stewart work on.

Rain, snow, sleet or hail, base crew chief won’t fail

By Staff Sgt. Randy Roughton
Public affairs

Anyone who has weathered more than a few winters on the flight line has learned how to survive, yet also make sure the mission gets accomplished in the most extreme conditions.

They learn to wear layered clothing and to work with gloves, even when they make the most mundane tasks difficult. But mostly, they learn to look out for each other, just as they’re watching out for ice and wind chill.

“The tempo doesn’t stop just because the weather’s cold,” said Tech. Sgt. Dale Stewart, a 319th Aircraft Maintenance Squadron crew chief for more than eight years and a Mandan, N.D., native. “Everything is a little slower and takes a little longer. We just press on.

“Dress accordingly is the big thing,” he said. “Bring more clothes than you think you’ll need to work. You can always

“Hands go numb very quickly, and you have to take off your gloves for certain intricate work, and that makes it incredibly hard to do your job efficiently.”

-- Tech. Sgt. Dale Stewart,
319th Aircraft Maintenance Squadron

dress down, but if you don’t have it here, you’re hurting.

“But we keep tabs on each other. We try to get breaks in as often as we can because we definitely don’t want to have to deal with any frostbite.”

Stewart was at Royal Air Force Mildenhall, United Kingdom, during the area’s most infamous weather event – the 1997 Flood – but he vividly remembers the winter that preceded it.

“The December (1996) before we left, we had blizzards every week,” he said. “Every week in December, we got hit. It was relentless.

“Other than that, the winters have been

pretty mild. We’ve had a cold snap once or twice in the winter, but for the most part, that’s been about it.”

319th Maintenance Group organizations have always used a buddy system for members working on the flight line in extreme cold. But the system now takes effect any time the wind chill factor reaches below minus-15 degrees Fahrenheit.

People check their buddies frequently for signs of cold injuries, and work in unheated areas cannot exceed one minute.

They also use work-rest cycles at a recommended rate of a 10-minute break each hour with more frequent breaks as the

temperature decreases.

When wind chills reach below minus-34 degrees F, all lower priority outdoor work stops. Outdoor work should only be accomplished after assessing risk and mission priorities, and any work will be performed under direct supervision. All outdoor work is suspended when the temperature drops below minus-48 degrees F.

“It gets pretty strenuous out there pushing the equipment and getting things serviced,” Stewart said. “Hands go numb very quickly, and you have to take off your gloves for certain intricate work, and that makes it incredibly hard to do your job efficiently. More time is needed always for these pre-flights.”

During winter operations from Oct. 1 through April 1, pre-flight preparations take about eight hours, compared to six hours during summer months.

The most important ways to help combat the elements on the flight line are wearing extra clothing and using the buddy system, Stewart said.

They survived bone-chattering winters, kamikaze-mosquito summers and they...

Love it!

By Staff Sgt. Randy Roughton
Public affairs

One Cold War ended in the years since some Warriors of the North first arrived on base, while Mother Nature declares another one every winter.

Just about every squadron has at least one hardy soul who has remained at Grand Forks for a decade or longer, mostly by choice. They’ve seen commanders, friends and supervisors come and go, just like the blizzards and floods. That means more than a decade of hearing family members in warmer climates question their sanity and hearing jokes about the cold.

They’ve also seen more than their share of winter, as only North Dakota can offer.

“On Sept. 9, 1979, the first time I was stationed here, I pulled up to my work area and when I opened the door to my car, the door was ripped out of my hand,” said Senior Master Sgt. Dean Josephson, 319th Maintenance Squadron fabrication flight superintendent. “I knew nothing of North Dakota before that, and while driving through Minnesota, all I thought was the trees were disappearing.

“But the second time – Sept. 21, 1991 – it was like coming home.”

Tech. Sgt. Rodney Krause, the 319th Air Refueling Wing ground safety NCOIC who will retire soon, is a Grand Forks native who first arrived on base in 1987. He left a few years later, but returned to stay in 1994. Whatever has kept him attracted to the Red River Valley has certainly not been the weather.

“Believe it or not, I have never really adapted to the winters here,” Krause said. “In fact, I hate cold weather. Sometimes, I ask myself, ‘Why the heck do we stay here?’

Being here this long has more or less been a convenience for my family.

“My first impressions of the base were that it looked the same as I remember as a kid – the buildings were old, the place was somewhat run down. However, the people made the place rock!”

Krause was three weeks into his safety course at what was then Lowry Air Force Base, Colo., when the school’s safety chief asked for a volunteer to come to Grand Forks.

“Not only did I raise my hand, I was standing on a table,” Krause said, “really good for a safety dude. But I was ready to go.”

After the birth of Master Sgt. James Stallard’s first child while he was stationed at Travis Air Force Base, Calif., he was looking for an area with the low crime rate he had been accustomed to while growing up in northern Minnesota. Eight weeks after submitting his paperwork for a permanent change of station to Grand Forks, Stallard had an assignment rip in his hands, and he moved his family here in 1991.

“Being from northern Minnesota, I knew about the weather, people and the lifestyle. Those were the attributes we wanted,” said Stallard, the First-Term Airman Center superintendent. “After arriving, it didn’t take long to realize it was exactly as we remembered it.

“The one thing that did make an impression on us was how flat and bare the land is. Northern Minnesota has hundreds of thousands of trees, and North Dakota has about five.”

But the area has plenty of things Stallard likes, other than safety – much less traffic, no long lines and little to no pollution, reasonable cost of living, good schools, a small-town environment and “four distinct seasons.”

Like most wind-worn veterans of North Dakota winters, Stallard has learned how to survive brutal wintery conditions and is eager to share his life-saving tips to tenderfoots.

“To me, the snowfall here is not that bad until you add that 20 to 30 mph wind on top,” he said. “That wind can make things dangerous. Taking heed of weather warnings, travel recommendations and winter survival gear, along with good ‘ole



Photo by Senior Airman Monte Volk

North Dakota may not be the most popular base to write at the top of a dream sheet, but for those that do, the state provides what they are looking for. Master Sgt. James Stallard, a northern Minnesota native, has been living “life in the vast lane,” for the last 12 years.

common sense are a must when dealing with winter survival.

“Also, I suggest getting involved in winter activities such as sledding, ice fishing, snowmobiling, downhill and cross-country skiing or even blowing snow with a big eight-horsepower snowblower can be a lot of fun. Just don’t hibernate the winter away in your house or dorm.”

James Bolton, a recently retired master sergeant and now a civilian employee, left Minot Air Force Base where he served from 1977 to 1986 and arrived in September 1991 as a missile maintenance supervisor. Between Minot and Grand Forks, Bolton has spent 22 winters in North Dakota.

“Most people who aren’t from this area think I’m crazy,” Bolton, a Florida native, said. “I like the peace and quiet, and if I want to get out and do things I can.”

Some, like Josephson and Master Sgt. Bruce Reiten, didn’t just decide to stay in the land of bone-chattering winters and kamikaze-mosquito summers – they came back for more. The 319th MXS temporary first sergeant first arrived on base just before Thanksgiving in 1984 after swapping assignments with a technical school classmate. Reiten, who has progressed from the youngest and lowest ranking airman in his shop to his current status, a master sergeant and assistant element leader, stayed 10 years and returned in 1999.

“I’ve been around this stuff all my life,” Reiten said about the weather. “The biggest thing to know is life doesn’t stop when the temperatures reach minus 10 degrees. You have to get out of the house and enjoy it.”

Even though he’s a native North Dakotan, that isn’t the only reason he decided to keep his family in Grand Forks.

“The people are generally very friendly and want to help,” he said. “The crime rate is low and education ratings are high. This is a great place to raise a family.”

When a military family has been in the same area for the better part of an entire career, they witness a number of major events in that community’s history. The Grand Forks veterans have not only seen the Flood of 1997, but also other events people newer to the area may not even know about. Some of these events include a B-52 fire in 1982 and the Bemidji-50 missile protest group that seemed to get arrested each year, Krause remembers.

They also are a witness to the transformation of the base from its B-1 Bomber days with comparatively few recreational activities to today’s refueling mission and million-dollar facilities like the sports and fitness center and theater.

There was no base-wide chain link fence protecting the base when Reiten first arrived almost two decades ago. Deer weren’t uncommon sights on base, with only light barbed wire fencing to establish a boundary around the installation. Reiten also remembers there weren’t any physical barriers to protect aircraft except for the red line and security forces members. Major changes, such as a concrete wall for the Alert Pad and the Three-Bay Hangar, came after the B-1 Bomber arrived. But even more dramatic changes awaited Grand Forks Air Force Base.

“The main gate has changed twice,” Josephson said, “the package store moved four times, they gym changed from a closet to a showcase, and my biggest problem finding places on base is going to the old locations.”

“We went from a quiet, backwater Strategic Air Command base to a high operations tempo Air Mobility Command base,” Reiten said. “And it hasn’t been the same since.”

Heroes

, fromPage 2

Once Pichon located the distressed aircraft, he passed it and started passing along instrument readings from his aircraft to help guide Pratt.

“I was passing on information like throttle settings, altitude and any other information I could,” Pichon said. “The other pilot did know what his engine readings were so I set mine to a certain setting, set my pitch and then I found him and told him I was passing him because he couldn’t find me.”

Immediately after Pichon took the lead in the formation, Pratt formed up “visually” behind Pichon’s plane. Once formed up, Pichon continued to feed Pratt and House information and both decided to stay on course and mission.

Completing the mission

“It was crucial for us to go on and finish our mission because those receivers needed their fuel,” Ramsey said. “Because of that, we needed Captain Pichon and his crew to stay nearby and give us readings and stay with us on the way back to the base to help us land.”

“They could have continued on their mission and we could have turned around and tried to land. But he was our lifeline and it made sense to see this mission through,” House said.

The planes reached the C-17s and Pratt informed the receivers their plane lost many of its instruments so it would be difficult to fully gauge their fuel offload capability. However, to land, they needed to offload fuel and lighten the plane. With that in mind, the plane made four contacts with the C-17s, and Ramsey was able to offload more than 75,000 pounds of fuel.

“Normally you have a little bit of moonlight out when you do these kinds of night refuelings,” Ramsey said. “On this night though, it was really dark and it made it that much more challenging.”

The C-17 receiver called for 90,000 pounds of fuel, so Pichon’s plane offloaded the extra 15,000 pounds, Ramsey said.

“Between the two of us we were able to give the receivers all the fuel they needed to



Photo by Capt. Patricia Lang

The Distinguished Flying Cross, here held by Capt. Brandt House, one of the recipients, is a rare medal received by any member of an aircrew.

complete their mission,” Pichon said. “And as it turned out, my plane had just enough fuel to make it back.”

Heading home

After turning around, Pichon and his crew helped guide Pratt, House and Ramsey back to Base X.

“I guided him back to the five-mile final approach,” Pichon said. “We did the descent together, we configured our aircraft together, and I just called out exactly what we were doing.”

Even though they were flying back into an airfield they weren’t very familiar with yet, Pratt said Pichon’s guidance helped them get into position to land safely.

“We asked Captain Pichon to land first so we could get those readings from him,” Pratt said. “It was an hour and a half flight back to the base which gave us time to formulate a plan.”

Pratt said he knew the plane mechanically was flying beautifully. But without the right instruments and help from the other plane, land-

ing would be difficult.

Their plan was to get down to approximately 2,500 feet where Pratt could engage a back-up altimeter – called a radio altimeter. This instrument, he said, bounces radio waves off the ground and only works from 2,500 feet or less.

“The other aircraft led us down and set us up for the instrument approach,” Pratt said. “We had him fly the approach speed (160 mph) and we then watched him land. We then prepared for touchdown ourselves.”

The landing

The entire flight had been “small victories at a time,” according to House. He said the landing and the way they approached it was the last bit of anxiety they had to face.

“Captain Pratt brought the plane down, landed and slowed the plane just like he did every other time he’d done it,” House said. “I can tell you all of us were happy to make it back in one piece.”

Pichon, who was already on the ground, watched them land with anticipation.

“It was a scary night and it was the only time I held my breath watching another plane land,” Pichon said. “When we shut down engines and got out of the aircraft, both aircrews literally ran over and hugged each other. We thanked God that everyone made it home safely.”

Pratt, House and Ramsey received the Distinguished Flying Cross Tuesday from 319th Air Refueling Wing Commander, Col. Keye Sabol – the first three DFC medals he’s ever presented to anyone.

“We’re so very proud of them,” Sabol said. “You don’t get a chance to give a Distinguished Flying Cross every day. The opportunity to do this made me feel so very proud, and it’s symbolic of the people we have at Grand Forks Air Force Base.”

Heir Force: New babies on base

The following babies were born to base members in recent months:
Michael Mason Clark, 3 pounds, 15.7 ounces, born Aug. 2 to Staff Sgt. William John and Kerri Ann Clark of 319th Logistics Readiness Squadron.

Samuel Edward McClure, 7 pounds, 7 ounces, born Aug. 16 to Airman 1st Class Derek Edward and Julia Beth McClure of 319th LRS.

Cammy Cheyenne Charles, 6 pounds, 6 ounces, born Oct. 18 to Senior Airman Joshua and Dolly Charles of 319th Communications Squadron.

Darin John Mitchell Jr., 8 pounds, 9 ounces, born Nov. 20 to Staff Sgt. Darin J. Mitchell and Senior Airman Shannie D. O’Neal of 319th LRS.

Katherine Elizabeth Hughston, 7 pounds, 5.5 ounces, born Nov. 22 to Senior Airman Wesley Adam and Cynthia Lynn Hughston of 319th Aircraft Maintenance Squadron.

Haley Ann Gereau, 7 pounds, 14 ounces, born Nov. 26 to Tech. Sgt. Neil Charles and Tara Lee Gereau of 319th Civil Engineer Squadron.

Elissa Robin Wheat, 8 pounds, 4.6 ounces, born Nov. 26 to Staff Sgt. Darin and Christine Wheat of 319th AMXS.

John Richard Stockey, 7 pounds, 14 ounces, born Nov. 26 to Staff Sgt. Andreana A. and Gene J. Stockey of 319th Medical Operations Squadron.

Aidan Joshua Hanley, 6 pounds, 10.2 ounces, born Dec. 2 to Senior Airman Robert and Nicole Hanley of 319th LRS.

Sydney Dawn Weast, 8 pounds, 6.3 ounces, born Dec. 5 to Capt. Bradley Dean and Jonna Kay Weast of 319th MDOS.

Christopher Sean Sinclair, 7 pounds, 12.4 ounces, born Dec. 6 to Senior Airman Michael A. Sinclair of 905th Air Refueling Squadron and Airman 1st Class Maria G. Sinclair of 906th Air Refueling Squadron.

Landon Joseph Langenstein, 6 pounds, 14 ounces, born Dec. 6 to Senior Airman Jared and Theresa Langenstein of 319th Maintenance Squadron.

Scott Harrison Adams, 8 pounds, 5 ounces, born Dec. 9 to 2nd Lt. Michael and Adrienne Adams, 319th CS.

Baillee Teaghan Heaster, 5 pounds, 5 ounces, and **Rhianna Lyn Heaster**, 4 pounds, 12 ounces, born Dec. 12 to Maj. Bill and Kim Heaster of 905th ARS.

Aiden Joseph Hauck, 6 pounds, 2 ounces, born Dec. 15 to Staff Sgt. Albert and Brianna Hauck, 319th LRS.

Ashleigh Khristina White, 6 pounds, 9 inches, born Dec. 24 to 1st Lt. Kevin R. and Cris C. White of 319th Contracting Squadron.

Layvin Adam LaRue, 7 pounds, 12.5 ounces, born Dec. 27 to Airman 1st Class Derek LaRue of 319 th Operations Support Squadron and Airman 1st Class Lisa LaRue of 319th AMXS.

Latest fitness craze hits base

By Staff Sgt. Randy Roughton
Public affairs

One of the fastest-growing exercise crazes just happens to be one of the world’s oldest – with roots dating back nearly 5,000 years.

More than 15 million Americans practice some style of yoga, now offered at more than 75 percent of the nation’s health clubs, according to Time Magazine. Since November, base members have had the chance to take advantage of its mental, physical and spiritual benefits through a class offered at the sports and fitness center.

“The popularity of yoga in recent years follows the trend of the increasing popularity of alternative medicine,” said instructor Kat Kyper, who has also taught yoga at Nellis Air Force Base, Nev., and Laughlin AFB, Texas.

“My upper body strength has increased since I started taking yoga,” said Nicole Ingraham. “This is a good workout – so good that my muscles shake after class – but it’s also more than that. Yoga makes the rest of my day go better.”

Yoga, a word that means “union,” improves strengths through a variety of poses with colorful names like dog and cat, corpse and cobra. It increases cardiovascular and muscular endurance through a series of repetitions that increase the body’s capacity to do work, Kyper said. It aids flexibility through gradual stretches, coordination through holding different yoga poses, posture through the enhancement of the body’s tone and flexibility, energy through improved glandular functioning after meditation, and overall health through the positive state of well-being experienced when the body and mind are balanced.

Kyper’s free class, offered at 6 a.m. Monday, Wednesday and Friday – consists of three components – warm-up, work, and stretch and relaxation. In addition to performing each pose, she uses imagery to sustain and increase the body and mind connection. She teaches a combination of ashtanga, hatha, and kundalini yogas.

“I was looking for exercise activity that would be dif-

ferent and safe,” said Joe Chine. “I’ve already noticed that I have better flexibility, balance, relaxation and strengthening of my muscles.”

The regular practice of yoga also decreases anxiety and stress, which make it ideal for anyone with a stressful lifestyle, such as military members and their families.

“The repetition of yoga poses helps the body and mind deal with stress,” Kyper said. “The final meditation helps the body and mind deal with anxiety. From a biochemical standpoint, yoga causes endorphins to be released in the brain, which causes serotonin levels to rise. The result is a person who feels holistically healthy in body, mind, and spirit.

“Regular attendance of yoga will decrease stress and anxiety that are heightened with the increasing operations tempo. Military members will also experience all the benefits of a non-military person pursuing this activity.”

Yoga has also proven to have a dramatic impact on healing the body from arthritis and back and migraine headaches to disorders such as Attention Deficit Disorder and Obsessive Compulsive Disorder.

“People would much rather focus on therapy for ailments rather than surgery,” Kyper said. “Also, both alternative and traditional medicine preach preventive medicine. People prefer to focus on maintaining a healthy lifestyle to prevent disease versus living an unhealthy lifestyle with complications.

“Regular attendance of a yoga class results in improvements in the body, as well as the connection between the body and mind.”

The sports and fitness center began offering yoga for the first time in November in response to patrons’ requests. In the first few weeks, the class drew 10 or more people, but the numbers have decreased in recent weeks, said sports and fitness center director Jim Powell.

If numbers don’t improve, the class could get cancelled, although Powell is also considering moving its time slot from early morning to late afternoon in March.

“Our whole participation has been down,” Powell said.



Photo by Staff Sgt. Randy Roughton

Kat Kyper leads the sports and fitness center’s early morning yoga class during the work component. The class meets at 6 a.m. Monday, Wednesday and Friday.

“During the holiday season, the fitness center was drawing 500 to 600 people a day; now, we’re down to 200 to 300.

“We’ll have to take a look at it, but it may be that because yoga is also a relaxing workout, it might be better to offer it at the end of the work day, instead of first thing in the morning. Our first concern is to continue offering the programs our patrons want.”

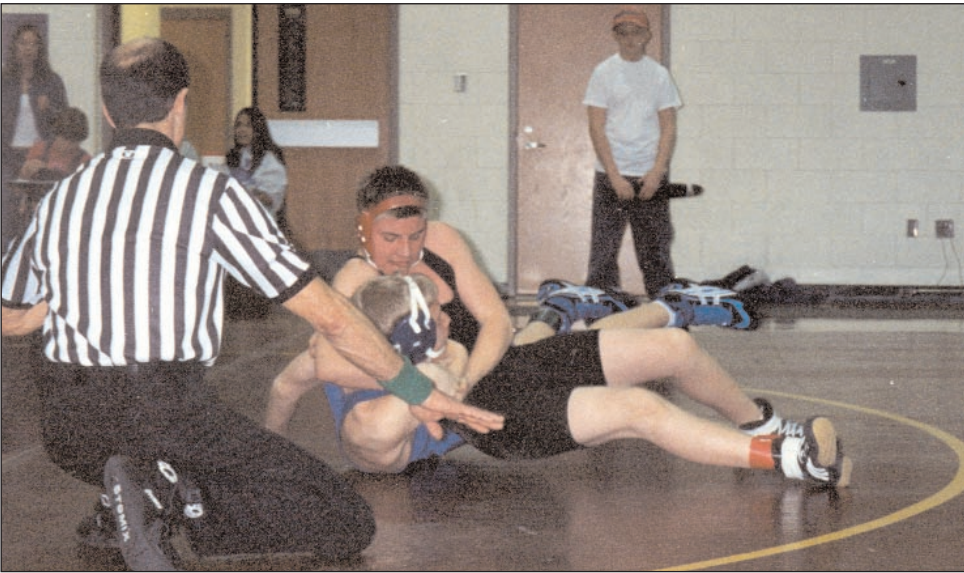
Although there are many styles of yoga, the differences are usually about emphasis, such as focusing on strict alignment of the body, coordination of breath and movement, holding the postures, or the flow from one posture to another. The founders of the three major yoga styles – Astanga, Iyengar and Viniyoga – were all students of Krishnamacharya, a famous teacher at the Yoga Institute at the Mysore Palace in India.

Intramural standings

Basketball

<u>Team</u>	<u>W-L</u>
LRS	10-5
OSS	10-5
AMXS	9-7
MSS/CPTS	8-6
CES	6-9
MXS	6-9
SFS	4-11

Current as
of Jan. 29



Correction

This photo, accompanying an article on Nathan B. Twining School wrestling was misidentified in the Jan. 17 issue. Pictured is wrestler Bo Saiers, not Doug Bagnall.